

Automated Commercial Environment—Requirements Recommendation

Date:	May 17, 2002
Number:	MMM – FR 02
Requestor:	Multi-Modal Manifest Subcommittee
Customs Co-Chair:	John Considine
Trade Co-Chair:	Len Podgurny

Requirement

The Multi Modal Manifest System needs to support the capability for different parts of a split shipment to arrive and release through multiple ports of arrival for processing at the same port of entry. The system should allow the carrier to report only the boarded pieces for each split shipment on a conveyance and the Broker would be responsible for reporting the total quantity. The carrier needs to be permitted to amend manifest pre- and post –arrival. Carriers need to use the BOL/AWB as the USCS 7512 control number for all parts of a split shipment.

Business Need

Carriers in normal practice might transport a single shipment via several different routes to get to the final destination. A carrier for instance may transport a split shipment from Seoul to New York on a non-stop conveyance, a conveyance via San Francisco, a conveyance via Chicago and a conveyance via Los Angeles. The first point of entry may not be the same in all cases for the split shipment.

Another concern is for movement of split shipments is the use of the 7512-control number. US Customs Service regulations currently require a separate identifying control number for each part of a split shipment. The carriers BOL/AWB number is used for the first part of a split and individual USCS 7512 control numbers are assigned to each subsequent part of the split. Carriers wish to use the BOL/AWB number as the USCS 7512 control number for all parts of a split shipment.

If BOL/AWB were used as USCS 7512 control numbers in all instances, the amount of paperwork and electronic entries would be reduced. Also, the arduous task of keeping track of, and issuing, 7512 control numbers by USCS would be eliminated, along with the task of calculating 7512 numbers by carriers. Adding other elements to the identification process such as conveyance number and date could identify individual splits. The manifest needs to use four elements including the port code for origin and destination (routing), the conveyance number and the conveyance date to identify the BOL/AWB.

Regulation should have the following added: In the case of a single shipment with a single BOL/AWB that enters the United States as a split shipment, the shipment's BOL/AWB number shall be used as the USCS 7512 control number in all instances, including all parts of split shipments. USCS will identify individual parts of a split shipment by adding the conveyance number and date to the identifying elements.

Technical Needed to enter the

Data Elements need to be added to the ACE Multi Modal Manifest System:

Partial Lading Indicator (PL)—*an indicator whenever a shipment on a manifest has not been boarded in its entirety.*

Partial Loading/Discharge (PD)- *an indicator used whenever a shipment is loaded or discharged at more than one port.*

Number of BOL/AWB Pieces Boarded- *The actual number of pieces of a BOL/AWB that were boarded on the conveyance.*

Amount of Estimated Weight of BOL/AWB Boarded – *The actual weight of the partial BOL/AWB that was boarded on the conveyance.*

BOL/AWB Final U.S. Customs port in the USA – *Port of clearance or where the shipment will leave the country for export.*

Benefits

This addition will benefit the Trade and U.S. Customs by providing data sufficient for risk evaluation and will enhance the split clearance process.

Risks

None

Related Subcommittees

Release Sub-Committee

Priority: Critical ☐ High ☐ Medium ☐ Low ☐

Customs Use Only

Approved ☐ Not Approved ☐ Further Evaluation Required ☐